

# **CHAPTER 6**

## **OFF-STREET PARKING AND LOADING**

(Amended 2005)

### **6.1 PURPOSE AND SCOPE OF OFF-STREET PARKING AND LOADING REQUIREMENTS.**

(1) The requirements of this chapter are intended to promote the orderly use of land and buildings by identifying minimum and maximum standards for accessory parking and loading facilities that will promote safe and convenient vehicular transportation and movement of goods. These requirements are also intended to help lessen traffic congestion and promote a cleaner environment through reducing the number of vehicles trips. Encouraging non-motorized transportation and relating parking requirements to the local land use/transportation system are consistent with the objectives of this chapter.

(2) The off-street parking and loading provisions of this Code shall apply to all buildings and structures erected and all uses of land established after the effective date of this Code. Where a building permit has been issued prior to the effective date of this Code and provided that construction is begun within six months of such effective date and diligently pursued to completion (completion to be accomplished within 18 months of the effective date of this Code), parking and loading facilities in the amounts required for the issuance of said building permit may be provided in lieu of any different amounts required by this Code. If such building permit pertains to a stage of development only, and subsequent stage for which a building permit is required shall comply with the parking and loading requirements set forth in this chapter.

(3) When the intensity of any building, structure, or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, additional parking and loading facilities shall be provided in the amounts by which the requirements for the intensified use exceed those for the existing use.

### **6.2 EXISTING PARKING AND LOADING FACILITIES.**

(1) Off-street parking and loading facilities in existence on the effective date of this Code shall not be reduced below the parking and loading requirements of this Code. If such facilities are already below these requirements, they shall not be further reduced below the requirements of this Code.

(2) When the use of an existing building or structure is changed to a new use, parking or loading facilities shall be provided in the amount required for such new use. However, if an existing building or structure was established prior to the effective date of this Code, any increase in the required parking or loading facilities shall be limited to the amount by which the new use exceeds the existing use.

### **6.3 DAMAGE OR DESTRUCTION OF EXISTING FACILITIES.**

(1) For any conforming or legally non-conforming building or use which is in existence on the effective date of this Code, which thereafter is damaged or destroyed by fire, collapse, explosion, or other cause, and which is reconstructed, reestablished, or repaired, off-street parking or loading facilities in compliance with the requirements of this chapter need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. However, in no case shall it be necessary to restore or maintain parking or loading facilities in excess of those required by this Code for equivalent new uses or construction.

#### **6.4 SITE PLAN REQUIREMENTS FOR A BUILDING PERMIT.**

(1) Any application for a building permit shall include a site plan, drawn to scale and fully dimensioned, showing any off-street parking or loading facilities to be provided in compliance with this Code.

#### **6.5 GENERAL OFF-STREET PARKING REQUIREMENTS.**

(1) All parking spaces required to serve buildings or uses erected or established after the effective date of this Code shall be located on the same lot as the building or use served, except that off-site parking spaces to serve business, commercial, industrial, and office buildings or uses may be permitted in districts which designate off-site parking spaces as permitted or conditional uses.

(2) All off-street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement. Parking lots in excess of five spaces shall be designed to allow vehicles to enter and exit the lot in a forward direction. All vehicular access roads/driveways shall be hard surfaced and shall be designed and constructed to conform to the parking design standards developed by Grantsville City.

(1) Except as otherwise provided in this chapter, required accessory off-street parking facilities provided for uses listed in section 6.13 shall be solely used for parking of passenger automobiles of guests, patrons, occupants, or employees of such uses.

(2) Driveways for off-street parking facilities shall be located on streets designated as Local, residential, or Main Street. Driveways, accessing Rural and collector streets require approval by the Planning Commission, and will only be allowed if access to property off another road is not possible. Driveway access shall not be allowed on Arterial Streets. (2005)

#### **6.6 PARKING FOR THE DISABLED.**

(1) Any parking area to be used by the general public shall provide parking spaces designated and located to adequately accommodate the disabled, and these shall be clearly marked as such. Parking spaces for the disabled shall be located in close proximity to the principal building. The designation of parking spaces for the disabled shall constitute consent by the property owner to the enforcement of the restricted use of such spaces to disabled motorists by the City. Parking spaces for the disabled shall conform to the standards of the Americans with Disabilities Act. The number of required parking spaces accessible to the disabled shall be as follows:

**Table 6.1 Minimum required accessible parking spaces**

Total parking lot spaces	Required minimum # of Accessible spaces	Required minimum # of van accessible spaces
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	2
101 to 150	5	2
151 to 200	6	2
201 to 300	7	3
301 to 400	8	3
401 to 500	9	4
501 to 1000	2% of total	30% of total accessible spaces with total # of
1001 and over	20 + 1 for each 100 over 1000	Spaces = 501 to over 1001

## 6.7 OFF-STREET PARKING DIMENSIONS.

(1) The dimensions for parking stalls and associated aisles are established in Table 6.2, Off-street parking dimensions, with the following modifications and additions to those dimensions:

- (a) parking stalls located adjacent to walls or columns shall be one foot wider to accommodate door opening clearance and vehicle maneuvering ability;
- (b) parking angles between 0° and 45°, and between 75° and 90° are not allowed. Requests for parking angles other than those shown on Table 6.2 may be made to the Planning Commission; and
- (c) If a public alley is used as a parking aisle, additional space shall be required on the subject lot to provide the full width of aisle required on Table 6.2.

**Table 6.2, Off-street parking dimensions**

Parking Angle	Stall Width	Vehicle Projection	Aisle Width	Wall to Wall Module Width	Interlock Reduction	Overhang Allowance
0°	22'00"	9'00"	9'05"	27'05"	0'00"	2'00"

45°	9'00"	16'10"	12'06"	46'04"	2'03"	2'00"
50°	9'00"	17'05"	13'03"	48'01"	2'00"	2'00"
55°	9'00"	17'11"	13'11"	49'09"	1'10"	2'01"
60°	9'00"	18'03"	14'07"	51'01"	1'07"	2'02"
65°	9'00"	18'06"	15'06"	52'06"	1'04"	2'03"
70°	9'00"	18'07"	16'04"	53'06"	1'01"	2'04"
75°	9'00"	18'06"	17'10"	54'10"	0'10"	2'05"
90°	9'00"	17'06"	22'07"	57'07"	0'00"	2'06"

**Table 6.2, Off-street parking dimensions “Continued”**

<b>0° Parking Angle</b>
<b>Wall to Wall</b>
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<b>Interlock modules</b>

## **6.8 DESIGN AND MAINTENANCE.**

(1) Parking lots shall be designed to ensure safe and easy ingress, egress and movement through the interior of the lot. The number of curb cuts onto major roads should be minimized. Shared access driveways between adjacent sites should be encouraged.

Parking lot islands should be provided on the interior of the parking lot to help direct traffic flow and to provide landscaped areas within such lots. Parking lots shall be designed in accordance with applicable City codes, ordinances and guidelines with respect to:

- (a) minimum distances between curb cuts;
- (b) proximity of curb cuts to intersections;
- (c) provisions of shared driveways;
- (d) location, quantity and design of landscaped islands; and
- (e) design of parking lot interior circulation system.

(2) The design of parking facilities shall be subject to the approval of the Planning Commission and shall conform to the standards developed by the City. Landscaping and screening shall be provided in accordance with the requirements of this Code.

(3) Where a parking area or parking lot is illuminated, direct rays or light shall not shine into adjoining property or into a street. Accessory signs shall be permitted on parking areas in accordance with this Code. All open parking areas or lots shall be improved in accordance with regulations applicable to parking lot pavement thickness contained in applicable City codes and regulations.

(4) When determination of the number of off-street parking spaces required by this Code results in a requirement of a fractional space, any fraction of less than one-half may be disregarded, while a fraction of one-half or more, shall be counted as one parking space. Parking space requirements based on the number of employees or users shall be based on the maximum number of employees or users on the premises at any one time.

## **6.9 RESIDENTIAL DISTRICTS.**

(1) The following restrictions shall apply to single family detached, single family attached and two family dwellings:

- (a) Parking on driveways located between the front or corner side lot line and building shall not be allowed for satisfying the requirements stated in this chapter.
- (b) Driveways in front and corner side yards shall not exceed 22 feet in width.
- (c) The provision of parking spaces elsewhere on the lot shall conform to the other applicable requirements of this chapter. Requirements for garages shall be as specified in each zoning district regulations.
- (d) No parkway or right-of-way area adjacent to or near the lot shall be used for parking.
- (e) A maximum of four outdoor parking spaces shall be permitted per lot.

Parking spaces located within 30 feet of an alley, and taking access from such alley, shall be exempt. Recreational vehicle parking, where permitted, shall be included.

- (f) For each residential lot no more than two driveways.
- (g) Driveways shall not be closer than:
  - (i) twelve (12) feet to each other, and
  - (ii) sixty (60) feet along the right of ways to a point of a road or street right of way intersection.

#### **6.10 MAIN STREET PARKING.**

(1) The intent of this section is to establish short term parking requirements along the Main Street Retail Business District on Main Street and to limit the required parking increases resulting from a change in use. These regulations also apply to parking structures or lots created to serve uses located wholly or partially within the Main Street Retail Business District on Main Street. Parking spaces established to serve retail goods or retail service establishments located within the Main Street Retail Business District shall designate such spaces as short term parking spaces. These spaces shall have a two hour maximum time limit. Any legally established use may be changed to any other legal use without providing any additional off-street parking, provided no expansion of the existing principal structure has occurred.

#### **6.11 TRANSPORTATION DEMAND MANAGEMENT.**

(1) Because the purposes and intent of this Code includes the lessening of congestion on the streets and roads, as well as generally protecting the public health, safety and welfare, specific standards and regulations are outlined below which are intended to reduce traffic congestion and environmental pollution associated with vehicular transportation. The standards and regulations established below are intended to be components of an overall transportation demand management plan and reflect appropriate zoning control measures.

(2) Encouraging the use of bicycles is seen as an important non-motorized transportation alternative and a key component of a transportation demand management program. The minimum number of bicycle parking spaces provided for any use shall be equal to five percent of the vehicular parking spaces required for such use. The design of bicycle parking shall:

- (a) be located on the same lot as the principal use;
- (b) be designed to allow each bicycle to be supported by its frame;
- (c) be designed to allow the frame and wheels of each bicycle to be secured against theft;

- (d) be designed to avoid damage to the bicycles;
- (e) be anchored to resist rust or corrosion, or removal by vandalism;
- (f) accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles;
- (g) be located to prevent damage to bicycles by cars;
- (h) be located in convenient, highly-visible, active, well-lighted areas;
- (i) be located so as to not interfere with pedestrian movements; and
- (j) be located as near the principal entrance of the building as practical.

#### 6.12 RECREATIONAL VEHICLES USED AS DWELLING STRUCTERS.

- (1) No towed or self-powered vehicle designed by the manufacturer to be used as a recreational vehicle shall be occupied as a dwelling for any length of time.

#### 6.13 MINIMUM PARKING REQUIREMENTS.

**Shared parking.** The zoning administrator may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the following conditions:

- (1) **Computation:** The number of shared spaces for two or more distinguishable land uses shall be determined by the following procedure:
  - (a) Multiply the minimum parking required for each individual use, as set forth in Table 6.4 by the appropriate percentage indicated in Table 6.3 shared parking calculations, for each of the six designated time periods.
  - (b) Add the resulting sums for each of the six columns.
  - (c) The minimum-parking requirement shall be the highest sum among the six columns resulting from the above calculations.
  - (d) Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

**Other uses.** If one or all of the land uses proposing to make use of shared parking facilities do not conform to the general land use classifications in Table 6.3, shared parking calculations, as determined by the zoning administrator, then the applicant shall submit sufficient data to indicate the principal operating hours of the uses. Based upon this information, the zoning administrator shall determine the appropriate shared parking requirement, if any, for such uses.

**Process.** An application for shared parking shall be submitted on a form approved by the zoning administrator.



## Table 6.4 Parking Requirements

General Land Use Classification	Weekdays			Weekends		
	1:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 1:00 a.m.	1:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 1:00 a.m.
Office	5%	100%	5%	0%	15%	60%
Retail sales & services	0%	70%	100%	30%	75%	100%
Restaurant (not 24 hr)	20%	70%	100%	100%	75%	90%
Theater	0%	60%	100%	0%	80%	100%
Hotel						
Guest rooms	100%	55%	100%	100%	55%	100%
Restaurant/ Lounge	40%	60%	100%	50%	45%	100%
Conference rooms	0%	100%	100%	0%	100%	100%
Religious institution	0%	25%	50%	0%	100%	50%

## Table 6.4 Parking Requirements

Use	Parking Requirements
Athletic Club, Sports Club/Health Spa	4.37 spaces per 1,000 sq ft of gross floor area
Bank, Walk-In Only	0.63 spaces per 1,000 sq ft of gross floor area
Bank, Walk-In w/ Drive-Up	4.23 Spaces per 1,000 sq ft of gross floor area
Boarding House, Rooming House	1 space for each room for rent, + 2 additional spaces if a portion of the bldg is used as a single dwelling unit
Bowling Alley	2.36 spaces per lane
Church	1.25 spaces for each 6 ft. of linear pew or 4 seats. However, (a) Where a church bldg is designed or intended to be used by two congregations at the same time, parking of 2.25 parking spaces shall be provided for each 6 ft. of linear pew

	<p>or 4 seats.</p> <p>(b) For bldgs designed or intended to be used for conferences or other special meetings involving more than the regular congregations, the necessary parking shall be determined by the Planning Commission.</p>
Cleaning Services, Testing or Repair of Materials or Commodities	1 space for each 3 employees
Community Centers or Recreation Bldg	4 spaces per 1,000 sq ft of gross floor space.
Daycare Facility	1 space for every 2 employees, + 2 additional parking spaces, + 1 loading space for every 8 clients.
Dwelling, Multi-Unit	1.5 spaces for each residential unit.
Dwelling, Single Living Unit	2 Spaces for each residential unit
Elderly-Disabled Housing/Nursing Home, and Assisted Living Facility	1 space for each 3 dwelling units.
Furniture/Carpet/Appliance Store	1.22 spaces per 1,000 sq ft of gross floor area

Gas Station	2 spaces for each 2 employees, excluding spaces to serve gas pumps
Hospital	1.79 spaces per bed
Library, Art Gallery & Museum	2 Spaces for each 1,000 sq ft of gross floor area
Light Industrial/Manufacturing (Wholesale Stores, Repair shops for Household Equipment and Radio and Television, and Repair Establishment	1.59 spaces per 1,000 sq ft of gross floor area
Machinery Sales	2.1 spaces per 1,000 sq. ft. floor area
Office, General	2.79 spaces per 1,000 sq. ft. floor area
Office, Government	3.84 spaces per 1,000 sq ft floor area
Office, Medical/Dental Clinic	4.11 spaces per 1,000 sq ft floor area
Paint/Home Improvements/Hardware Store	3.29 spaces per 1,000 sq ft gross floor area
Private Club and Lodge	1 space for each room for rent, + 1 space for each 100 sq ft gross floor area + 1 space for each 4 employees
Production & Manufacturing Bldg	1.59 spaces per 1,000 sq ft floor area
Public Utility & Public Services Use	1 space for each 3 employees + 5 spaces for public use
Restaurant, Bar, Cafeteria and Other Eating and Drinking Places:	
Fast Food Restaurant w/ less than 21 seats	0.5 spaces per seat
Fast Food Restaurant w/ 21 or more seats	14.14 spaces per 1,000 sq ft of gross floor area
Quality/Family Restaurant, Cafeteria and Bar / Lounge	15.89 spaces per 1,000 sq ft of gross floor area
Retail Sales Store, Personal Service Establishment, Shoe Repair, Barber and Beauty Store, etc.	4.1 spaces per 1,000 sq ft of gross floor area
School, Elementary, Jr. High or Boarding (Except High)	1 space for each 3 employees + 5 spaces
High School	0.19 spaces per student
Supermarket	3.42 spaces per 1,000 sq ft floor area
Theater & Auditorium	0.26 spaces per seat
Warehousing or Storage Bldg (not to include self storage)	0.5 spaces per 1,000 sq ft of gross floor area
Warehousing or Storage of Uses Not Elsewhere Classified	1 space per 1,000 sq ft of gross floor area

<b>Other Uses:</b>	
For any other use not specifically mentioned or provided for in this Section, the zoning administrator shall determine the standards to be applied	For parking, using as a guide the listed use which most closely resembles the use propose.

## **6.15 ACCESS REQUIREMENTS FOR OTHER THAN RESIDENTIAL LOTS.**

- (1) Access shall be provided to meet the following requirements:
  - (a) Not more than two (2) driveways shall be used for each one hundred (100) feet or fraction thereof of frontage on any street.
  - (b) No two (2) driveways shall be closer to each other than twelve (12) feet, and no driveway shall be closer to a side property line than five (5) feet.
  - (c) Each driveway providing access to a single lot shall not be more than thirty-five (35) feet wide, and each driveway providing access to two lots shall not be more than fifty (50) feet wide per one hundred (100) feet of frontage, measured at right angles to the center line of the driveway, except as increased by permissible curb return radii. The entire flare of any return radius shall fall within the right-of-way.
- (2) No driveway shall:
  - (a) be closer than twenty (20) feet to the point of an intersection of two property lines, and
  - (b) be closer than fifty (50) feet to the right of way line of any road or street corner, and
  - (c) extend across any property line.

- (d) violate any conditions as shall be set forth in "Regulation for the control and protection of state highway rights of ways" by Utah Department of Transportation.

(3) In all cases where there is an existing curb and gutter or sidewalk on the street, the applicant for a permit shall provide a parking strip, with a minimum width of ten (10) feet, along the entire frontage of the property, except for the permitted driveways. On the street side of the parking strip a concrete curb shall be constructed, the height and type is a six (6) inch high back, unless another specification has been approved by the Planning Commission.

(4) In Planned Unit Developments (when required) and subdivisions that have a density greater than one (1) acre lots, and there is no existing curb and gutter or sidewalk, the applicant shall install a parking strip, sidewalk, curb and gutter, unless this requirement is waved by the Planning Commission.

#### **6.16 MAINTENANCE OF PARKING LOTS.**

(1) Every parcel of land used as a public or private parking lot shall be developed and maintained in accordance with the following requirements:

- (a) **Surfacing** - Each off-street parking lot shall be surfaced with an asphaltic or portland cement or other binder pavement so as to provide a dustless surface. The parking area shall be so graded as to contain all surface water, by an on site containment system. If such water is to be carried to adjacent streets, it shall be piped under sidewalks.
- (b) **Screening** - The sides and rear of any non-residential off-street parking lot which faces or adjoins a residential district shall be screened from such district by a masonry wall or solid visual barrier fence not less than four (4) nor more than six (6) feet in height.
- (c) **Landscaping** - Each parking lot shall be adequately landscaped and permanently maintained.
- (d) **Lighting** - Lighting used to illuminate any parking lot shall be arranged to reflect the light away from adjoining premises in any Residential or Commercial district, and from street traffic.